

MEMO

DATE: December 14, 2006
TO: Transportation and Communications Committee
FROM: Jeffrey S. Dunn, Government Affairs Analyst
SUBJECT: Infrastructure Bonds: Issues and Impacts

BACKGROUND:

On November 7, 2006, California voters approved Proposition 1B, The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. The bond provides \$19.9 billion for transportation infrastructure improvements in California, which allocates approximately \$8.1 billion statewide according to formulas under existing law or by direct appropriation in the bond. This leaves approximately \$11.8 billion in discretionary allocations statewide, of which the first and largest category of funds to draw from is the \$4.5 billion Corridor Mobility Improvement Program Account (CMIA). Funds from this program are subject to competitive allocation. The majority of the remaining \$7.3 billion in discretionary transportation funds shall be allocated pursuant to funding legislation in the 2007 legislative session. Other discretionary funds shall also be allocated by competitive processes - some of which are already in existence and others yet to be determined - by Caltrans and/or the California Transportation Commission and/or the Public Utilities Commission.

CMIA Projects: Regional Impacts

CMIA projects are required to be selected by the California Transportation Commission (CTC) from those identified and submitted by the Department and regional or local transportation agencies by no later than January 15, 2007. Selected projects must be ready to commence construction or implementation by 2012, and must be part of the RTP. SCAG solicited the input of the regional transportation commissions regarding their priorities with respect to allocations for CMIA projects. We received the responses listed below:

Metropolitan Transportation Authority (MTA)

The MTA proposes to jointly nominate with Caltrans the following high-priority eligible Los Angeles County projects to be considered by the California Transportation Commission (CTC) for \$1.546 billion in CMIA funds:

Interstate 5 from I-605 to the Orange County Line	\$387 million
Interstate 5 carpool lane from Route 170 to Rte 134	\$ 73 million
I-405 Carpool Lane I-10 to US-101 (Northbound)	\$730 million
Interstate 10 Extend El Monte Busway to County Line	\$356 million

MEMO

If available, MTA concurs with Caltrans' nomination of the following priority eligible Log Angeles projects to be considered by the CTC for an additional \$222 million of Corridor Mobility Improvement Account funds:

Corridor Intelligent Transportation System elements	\$ 44 million
Interstate 10/605 Transition (I-605 South to I-10 East)	\$ 71 million
Route 138 from Avenue "T" to Route 18	\$111 million

Orange County Transportation Authority (OCTA)

OCTA has preliminarily identified the following projects in the SCAG region as possible CMIA nominations for infrastructure bond allocations:

SR 91 - Eastbound lane from SR-241 to SR-71; Westbound lane from SR-71 to SR-241; westbound lanes from SR-57 to I-5; add 1 lane each direction Lakeview to Gypsum; westbound lane from SR-55 to Tustin Ave. Estimated Cost: \$200 million

I-405/SR 22 - HOV Connectors 22/405 & 405/605; 2nd HOV lane on 405 from 22 to 605. Estimated Cost: \$400 million. (Estimated CMIA share of cost is \$250 million; Design-Build could reduce projects costs by up to \$100 million).

SR 57 - Northbound lane from Lambert to Tonner Canyon; Northbound lanes from Katella to Lambert. Estimated Cost: \$295 million.

I-5 - Improve I-5/SR-74 Interchange; Gene Autry HOV connection to the west. Estimated Cost: \$75 million.

San Bernardino Association of Governments (SANBAG)

SANBAG has preliminarily identified the following projects in the SCAG region as possible CMIA nominations for infrastructure bond allocations:

I-10 - Install TSM Field Elements & Ramp Improvements in Redlands; widen Exit Ramps and Construct auxilliary lanes in Fontana; Construct Westbound Mixed Flow in Redlands and Yucaipa; Route 10 Pepper Ave Interchange Modification; Route 10 Citrus Avenue Interchange Reconstruction; Route 10 Cedar Interchange Reconstruction; Route 10 Riverside Ave Interchange Reconstruction; I-10 Cherry Interchange Reconstruction. Estimated Cost: \$326 million (Estimated CMIA share of cost is \$262 million).

I-15 - Route 15 widening (Phase 2); I-15 Ranchero Rd Interchange Construction; Route 15 La Mesa Road/Nisquali Road Interchange; Near Devore; Install TSM Field Elements. Estimated Cost: \$278 million (Estimated CMIA share of cost is \$127 million).

I-215 - Route 215 HOV Lanes Rte 10 to Rte 210; On Route 215; Install TSM Field Elements & Widen. Estimated Cost: \$706 million (Estimated CMIA share of cost is \$123 million).

MEMO

I-210 – Route 210 connection to I-215; Various Cities; Install TSM Field Elements & Widen. Estimate Cost: \$74 million (Estimated CMIA share of cost is \$41 million).

Ventura County Transportation Commission (VCTC)

The Ventura County Transportation Commission seeks to develop a project to add a carpool lane on Route 101 between Ventura and Santa Barbara. The selected segment includes sections between Milpas Avenue and Hot Springs Road in Santa Barbara, and from Linden Avenue in Carpinteria to Mussel Shoals in Ventura County, and also includes the La Conchita Pedestrian Underpass. This scope meets the corridor mobility criteria and appears to be the only eligible project for Proposition 1B corridor mobility funds. Staff will go to the Commission at its January meeting for approval of the Corridor Mobility application for this project, which is anticipated to cost about \$130 million.

Imperial Valley Association of Governments (IVAG)

The Imperial Valley Association of Governments is currently preparing a request to use some of the Corridor Mobility Improvement Account funds to complete the final phase of the inter-regional Calexico-Coachella Cargo Corridor (or C-4) project that will bypass downtown Brawley.

CMIA Project Selection Process

A CMIA Working Group was established to develop guidelines for submission of recommended projects to the CTC. SCAG staff served on the CMIA Working Group to develop submission guidelines, and will continue to work with CTC staff and local agencies to secure approved CMIA funding for the region. The CTC will adopt the Corridor Mobility Improvement Account Program in its final form on March 1, 2007.


In addition to its participation on the CMIA Working Group, SCAG held a meeting on November 30, 2006 with regional transportation stakeholders including the county transportation commissions, consultants, and other staff to discuss the CMIA Project Nomination process, timeline, RTP amendment process, and future action steps. SCAG will continue to facilitate these discussions as CMIA project selection and other transportation bond implementation processes move forward next year.

FISCAL IMPACT:

All work related to ongoing efforts to assist the implementation of the transportation bond is contained within the adopted FY 06-07 budget and does not require the allocation of any additional financial resources.

MEMO

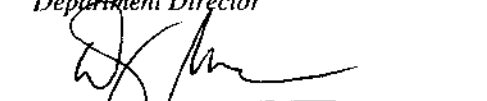
Reviewed by:


Division Manager

Reviewed by:


Department Director

Reviewed by:


Chief Financial Officer

